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DPD-0510-59
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21 January 1959

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report, 14-16 January 1959, Coordinate U-2 Program
with AMC WSPO, Lt. Col. Brewer

1. Departed Washington, D.C. Mil-air 11:15 14 January 1959.
Diverted to Pittsburgh due to weather at Dayton. Travelled by rail
to Dayton, returned com-air 16 January 1959.

2. The entire IRAN program was discussed by the undersigned
and [] with Lt. Col. Brewer as pertained to scheduling,
condition of aircraft, input dates, operational requirements, and
actual slotting of aircraft to meet scheduling proposed by Lockheed
(DPS-5946.)

3. Consolidation of aircraft, [] and CHALICE, was then accom-
plished and a projection made (See Encl #1) to determine the actual
time each aircraft would have on the input date which would commence
7/6/59. This projection does not include 342, 344, and 358 since all
concerned agreed these three aircraft would require IRAN prior to
1 July 1959 to meet operational requirements.

4. The erratic appearance of Enclosure #1 is caused by scheduling
low time aircraft before high time aircraft to meet operational criteria
furnished by operations.

5. Encl #2 contains consolidated data reflected by the graph
(Encl #1). Enclosures #3 and 4 are the projection and condensation of
data contained on the graph pertaining to [] IRAN only. Projection is
to commence 1 March 1960.

6. Lt. Col. Brewer and the undersigned agreed that the IRAN
program could be supported only if both parties agreed IRAN was necessary
and input dates were agreed upon in order to permit a continuous flow
through the IRAN cycle.

7. Conclusions: The undersigned after carefully reviewing the
enclosures recommends that only 342, 344 and 358 be placed in IRAN during
1959 and that the remaining articles be scheduled with [] commencing
1 March 1960. The above recommendation is based on the following:

a. Undetermined life of project

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- b. Projected flying hours based on 25 hours/month indicates that by 1 March 1960 only four of the remaining ten aircraft will have reached 1,000 hours and no more than 1,160 hours,
- c. The excellent maintenance afforded project aircraft indicates that each one is capable of accumulating 1,000 hours or more before IRAN becomes a necessity,
- d. All projected modifications can be accomplished in the field by Tech Reps.

ENCLOSURES: 4



25X1A

DPD-DD/P-TED:ms (21 Jan 1959)

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